

**IN THE CLAIMS:**

Please amend claims 39, 40 and 45 so that the claims read as follows:

Claims 1-19 (Cancelled).

20. (Previously Presented) A vehicle mounted crash attenuator comprising:  
a collapsible first bay comprising a front end adapted for mounting to a vehicle  
and a back end spaced from said front end in a longitudinal direction, wherein said  
first bay has a substantially horizontal orientation; and

a collapsible second bay comprising a front end and a back end spaced from  
said front end in a longitudinal direction, said front end of said second bay pivotally  
connected to said back end of said first bay, wherein said second bay is pivotable  
relative to said first bay between a deployed position, wherein said second bay has a  
substantially horizontal orientation, and a retracted position, wherein said second bay  
is rotated relative to said first bay through a rotation angle of greater than 90° relative  
to said deployed position as said first bay is maintained in said substantially  
horizontal orientation.

21. (Previously Presented) A vehicle mounted crash attenuator comprising:  
a collapsible first bay comprising a front end adapted for mounting to a vehicle  
and a back end spaced from said front end in a longitudinal direction, wherein said  
first bay has a substantially horizontal orientation; and

a collapsible second bay comprising a front end and a back end spaced from  
said front end in a longitudinal direction, said front end of said second bay pivotally  
connected to said back end of said first bay, wherein said second bay is pivotable  
relative to said first bay between a deployed position, wherein said second bay has a  
substantially horizontal orientation, and a retracted position, wherein said second bay

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is rotated relative to said first bay through a rotation angle of greater than 90° relative to said deployed position, and wherein said first and second bays each have an upper surface, wherein at least a portion of said upper surface of said second bay overlies and faces at least a portion of said upper surface of said first bay when said second bay is in said retracted position.

22. (Previously Presented) The vehicle mounted crash attenuator of claim 20 wherein said rotation angle is about 180°.

23. (Previously Presented) The vehicle mounted crash attenuator of claim 20 wherein said first and second bays comprise first and second frame structures respectively.

24. (Previously Presented) The vehicle mounted crash attenuator of claim 23 wherein said first and second bays comprise first and second energy absorbing elements disposed in said first and second frame structures respectively.

25. (Previously Presented) The vehicle mounted crash attenuator of claim 20 further comprising an actuator coupled to said second bay, said actuator operable to move said second bay between said deployed and retracted positions.

26. (Previously Presented) A vehicle mounted crash attenuator comprising:  
a collapsible first bay comprising a front end adapted for mounting to a vehicle and a back end spaced from said front end in a longitudinal direction, wherein said first bay has a substantially horizontal orientation; and

a collapsible second bay comprising a front end and a back end spaced from said front end in a longitudinal direction, said front end of said second bay pivotally

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connected to said back end of said first bay, wherein said second bay is pivotable relative to said first bay between a deployed position, wherein said second bay has a substantially horizontal orientation, and a retracted position, wherein said second bay is rotated relative to said first bay through a rotation angle of greater than  $90^\circ$  relative to said deployed position; and

an actuator coupled to said second bay, said actuator operable to move said second bay between said deployed and retracted positions, wherein said actuator further comprises first and second pivots, wherein said first pivot is coupled with said back end of said first bay, wherein said second pivot is coupled with said back end of said first bay by a first link, and wherein the second pivot is coupled with said front end of said second bay by a second link.

27. (Previously Presented) The vehicle mounted crash attenuator of claim 26 wherein said actuator comprises a hydraulic cylinder extending between the first and second pivots.

28. (Previously Presented) The vehicle mounted crash attenuator of claim 20 wherein said rotation angle comprises a first rotation angle, and wherein said back end of said second bay comprises a lower edge, wherein said lower edge is positioned at a height  $h$  when said second bay is rotated relative to said first bay by a second rotation angle of about  $90^\circ$ , and wherein said first rotation angle is selected such that in the retracted position said lower edge is positioned at a height no greater than  $h$ .

29. (Previously Presented) The vehicle mounted crash attenuator of claim 20 wherein said first bay remains in said substantially horizontal orientation as said second bay is rotated between said deployed and retracted positions.

30. (Previously Presented) The vehicle mounted crash attenuator of claim 20 wherein said second bay is pivotable relative to said first bay about a rotational axis.

31. (Previously Presented) A vehicle mounted crash attenuator comprising:  
a collapsible first bay comprising a front end adapted for mounting to a vehicle and a back end spaced from said front end in a longitudinal direction, wherein said first bay has a substantially horizontal orientation; and

a collapsible second bay comprising a front end and a back end spaced from said front end in a longitudinal direction, said front end of said second bay pivotally connected to said back end of said first bay, wherein said second bay is pivotable relative to said first bay about a rotational axis between a deployed position, wherein said second bay has a substantially horizontal orientation, and a retracted position, wherein said second bay is rotated relative to said first bay through a rotation angle of greater than 90° relative to said deployed position, wherein said back end of said second bay comprises a lower edge, wherein said first bay defines a plane passing perpendicular to a longitudinal axis extending between said front end and said back end of said first bay, and wherein the rotation angle is sufficiently greater than 90° such that when said second bay is in the retracted position, the lower edge is positioned on the same side of the plane as is said front end of said first bay.

32. (Previously Presented) The vehicle mounted crash attenuator of claim 20 wherein said rotation angle is greater than 125°.

33. (Previously Presented) The vehicle mounted crash attenuator of claim 20 wherein said rotation angle is greater than 145°.

34. (Previously Presented) The vehicle mounted crash attenuator of claim 20 wherein said rotation angle is greater than  $165^{\circ}$ .

35. (Previously Presented) The vehicle mounted crash attenuator of claim 20 wherein said rotation angle is greater than  $180^{\circ}$ .

36. (Previously Presented) The vehicle mounted crash attenuator of claim 20 further comprising a mounting arrangement secured to said front end of said first bay, wherein said mounting arrangement accommodates rotation of said first bay about a substantially horizontal axis adjacent said front end thereof.

37. (Previously Presented) A vehicle mounted crash attenuator comprising:  
a collapsible first bay comprising a front end adapted for mounting to a vehicle and a back end spaced from said front end in a longitudinal direction, wherein said first bay has a substantially horizontal orientation; and

a collapsible second bay comprising a front end and a back end spaced from said front end in a longitudinal direction, said front end of said second bay pivotally connected to said back end of said first bay, wherein said second bay is pivotable relative to said first bay between a deployed position, wherein said second bay has a substantially horizontal orientation, and a retracted position, wherein said second bay is rotated relative to said first bay through a rotation angle of greater than  $90^{\circ}$  relative to said deployed position, wherein said front end of said second bay is positioned adjacent said back end of said first bay, and said back end of said second bay is positioned adjacent said front end of said first bay when said second bay is in said retracted position.

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38. (Previously Presented) The vehicle mounted crash attenuator of claim 37 wherein said second bay rests on said first bay when said second bay is in said retracted position.

39. (Currently Amended) A vehicle operable on a roadway comprising:  
a rear end; and

a vehicle mounted crash attenuator moveable between a deployed configuration and a retracted configuration, said vehicle mounted crash attenuator comprising:

a first bay comprising a front end coupled to said rear end and a back end spaced from said front end in a longitudinal direction, wherein said first bay has a top and a bottom and a substantially horizontal orientation, wherein said bottom is spaced above the roadway when said vehicle mounted crash attenuator is in said retracted and deployed configurations; and

a second bay comprising a front end and a back end spaced from said front end in a longitudinal direction, said front end of said second bay pivotally connected to said back end of said first bay, wherein said second bay is pivotable relative to said first bay and has a substantially horizontal orientation when said vehicle mounted attenuator is in said deployed configuration, and wherein said second bay is rotated relative to said first bay through a rotation angle of greater than 90° relative to said substantially horizontal orientation of said second bay as said first bay is maintained in said substantially horizontal orientation when said vehicle mounted crash attenuator is in said retracted configuration.

40. (Currently Amended) A vehicle operable on a roadway comprising:  
a rear end; and

a vehicle mounted crash attenuator moveable between a deployed configuration and a retracted configuration, said vehicle mounted crash attenuator comprising:

a first bay comprising a front end coupled to said rear end and a back end spaced from said front end in a longitudinal direction, wherein said first bay has a top and a bottom and a substantially horizontal orientation, wherein said bottom is spaced above the roadway when said vehicle mounted crash attenuator is in said retracted and deployed configurations; and

a second bay comprising a front end and a back end spaced from said front end in a longitudinal direction, said front end of said second bay pivotally connected to said back end of said first bay, wherein said second bay is pivotable relative to said first bay and has a substantially horizontal orientation when said vehicle mounted attenuator is in said deployed configuration, and wherein said second bay is rotated relative to said first bay through a rotation angle of greater than 90° relative to said substantially horizontal orientation of said second bay when said vehicle mounted crash attenuator is in said retracted configuration, wherein said first and second bays each have an upper surface, wherein at least a portion of said upper surface of said second bay overlies and faces at least a portion of said upper surface of said first bay when said vehicle mounted crash attenuator is in said deployed configuration.

41. (Previously Presented) The vehicle of claim 40 wherein said rotation angle is about 180°.

42. (Previously Presented) The vehicle of claim 39 further comprising an actuator coupled between said first and second bays, said actuator operable to move said second bay between said deployed and retracted configurations.

43. (Previously Presented) The vehicle of claim 39 wherein said rotation angle is greater than 125°.

44. (Previously Presented) The vehicle of claim 39 further comprising a mounting arrangement disposed between said rear end and said front end of said first bay, wherein said mounting arrangement accommodates rotation of said first bay relative to said rear end about a substantially horizontal axis adjacent said front end of said first bay.

45. (Currently Amended) A vehicle operable on a roadway comprising:  
a rear end; and  
a vehicle mounted crash attenuator moveable between a deployed configuration and a retracted configuration, said vehicle mounted crash attenuator comprising:

a first bay comprising a front end coupled to said rear end and a back end spaced from said front end in a longitudinal direction, wherein said first bay has a top and a bottom and a substantially horizontal orientation, wherein said bottom is spaced above the roadway when said vehicle mounted crash attenuator is in said retracted and deployed configurations; and

a second bay comprising a front end and a back end spaced from said front end in a longitudinal direction, said front end of said second bay pivotally connected to said back end of said first bay, wherein said second bay is pivotable relative to said first bay and has a substantially horizontal orientation when said vehicle mounted attenuator is in said deployed configuration, and wherein said second bay is rotated relative to said first bay through a rotation angle of greater than 90° relative to said substantially horizontal orientation of said second bay when said



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vehicle mounted crash attenuator is in said retracted configuration, wherein said front end of said second bay is positioned adjacent said back end of said first bay, and said back end of said second bay is positioned adjacent said front end of said first bay when said vehicle mounted crash attenuator is in said retracted position.